



## **FACILITIES AND TRANSPORTATION SERVICES DEPARTMENT POLICY AND PROCEDURES**

**Policy Number:** FTS-Aviation-100

**Subject:** Interim Noise Abatement Program

**Policy Custodian:** Aviation

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**Revised:** August 19, 2014

### **I. AUTHORITIES, SUPERSEDESURES, REFERENCES, AND ATTACHMENTS**

- A. Authorities: Facilities and Transportation Services Department
- B. Supersedes: January 7, 2004
- C. Procedural References: FAA Airport Noise Compatibility Planning (14 CFR part 150) and FAA Airport Noise and Access Restrictions (14 CFR Part 161)

### **II. SCOPE**

The provisions of this Policy Statement apply to users of the Fulton County Airport-Brown Field, Fulton County citizens, and the general public in terms of information and impact.

### **III. STATEMENT OF POLICY**

While only occasional noise complaints are received by Airport personnel from individual members of the Community, public meetings concerning Airport activities have resulted in complaints from a number of community residents concerning a variety of noise factors.

It is accordingly considered to be timely and appropriate that interim noise control procedures be developed, coordinated, approved and implemented in order that a full range of aviation activities can be conducted with a minimum of adverse impact from noise on the surrounding community.

### **IV. GENERAL PROCEDURES**

#### **1.0 Noise Complaint**

- a. A formal program for recording and responding to noise complaints received at the Airport has been in effect for some time. The noise complaint data is recorded on a form, evaluated, investigated where possible and if needed, a response provided to the complainant.
- b. In those cases where possible, the noise complaint is brought to the attention of the company or individual causing the problem. Completed noise complaint forms are maintained on a permanent basis.
- c. A Noise "HOTLINE", 404-699-4335, was put in service in March 1993 to accept calls on a 24-hour per day basis.

## **2.0 Noise Preferential Runway**

- a. Through coordination with FAA Air Traffic Control personnel, jet traffic is assigned, whenever possible to Runway 8-26 for take-offs and landings. This runway assignment ensures that noise impacts over the less inhabited area along with river and expressways and away from the populated areas. When crosswinds exceed 15 knots, the use of Runway 14-32 is permitted.